

DRAFT MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION REVIEW COMMITTEE

December 16, 2004

Maricopa Association of Governments Office  
302 North First Avenue, Suite 200, Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

Scottsdale: Jan Dolan, Chairperson	Litchfield Park: Mike Cartsonis
ADOT: Dan Lance	Maricopa County: Chris Plumb for Mike Ellegood
Avondale: Carnell Thurman for David Fitzhugh	Mesa: Jim Huling for Jeff Martin
Chandler: Dan Cook for Patrice Kraus	*Paradise Valley: Robert M. Cicarelli
Fountain Hills: Randy Harrel	Peoria: David Moody
*Gila Bend: Lynn Farmer	Phoenix: Tom Callow for Phoenix
Gilbert: Brian Townsend for Tami Ryall	RPTA: Bryan Jungwirth
*Glendale: Jim Book	Surprise: Bob Maki for Randy Overmyer
Goodyear: Grant Anderson	Tempe: Robert Yabes for Carlos De Leon
*Guadalupe, Antonio Figueroa - Iturralda	*Wickenburg: Shane Dille

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Randi Alcott, RPTA	Pedestrian Working Group: Eric Iwersen, City of Tempe
*Street Committee: Don Herp, Phoenix	*Telecommunications Advisory Group:
*ITS Committee: Jim Book	
*Members neither present nor represented by proxy.	

OTHERS PRESENT

Eric Anderson, MAG	Ali Makarachi, City of Phoenix
Ken Hall, MAG	Andy Smith, ADOT
Paul Ward, MAG	John Dugan, SWLG
Steve Tate, MAG	Jonathan Lindsey, Fennemore Craig/SWLG
Steve Gross, MAG	Bill Hayden, ADOT
Peggy Carpenter, City of Scottsdale	Kwi-Sung Kang, ADOT
Chris Voigt, MAG	Jim Creedon, Landon, Creedon & Assoc.
Terry Johnson, City of Glendale	Mary O'Connor, City of Scottsdale
Dana Tranberg, City of Glendale	Dave Perkins, KH & Associates
Bob Antilla, RPTA	Mike Connors, HDR
Tom Remes, MAG	Tom O'Reilly, DMJM and Harris

1. Call to Order

In the absence of Chairperson Jan Dolan, Mr. Tom Callow called the meeting to order at 10:09 a.m.

2. Approval of November 23, 2004 Draft Minutes

Addressing the first order of business, Mr. Callow asked if there were any changes or amendments to the meeting minutes. Mr. David Moody moved to approve the minutes as presented. Mr. Eric Iwersen seconded, and the minutes were subsequently approved by unanimous voice vote of the Committee.

3. Call to the Audience

Mr. Callow stated that he had not received any request to speak cards from the audience, and moved to the next item on the Agenda.

4. Transportation Director's Report

Mr. Callow introduced Mr. Eric Anderson, MAG Transportation Director, to provide the Transportation Director's report. Mr. Anderson informed the Committee that MAG was working on implementation items for the Regional Transportation Plan. He stated that the Arterial Life Cycle Program is under development, and that Phase I has been incorporated into the FY 2006-2010 Draft MAG Transportation Improvement Program. Mr. Anderson then informed the Committee that he had recently met with members of ADOT to discuss the revised sales tax projections, which are very close to the originally developed numbers.

He briefly addressed the Regional Area Road Fund for the regional freeway cycle, and stated that the projections were in good shape. Mr. Anderson addressed several questions from the Committee pertaining to various aspects of programming associated with the Regional Transportation Plan. He also informed those in attendance that the Regional Public Transportation Authority has recently brought in a consultant to work on a cash flow model for the transit life cycle program.

Mr. Anderson stated that the MAG Transportation Division was currently involved in the process of identifying a list of potential consultant and in-house projects for the upcoming year. He said that once finalized, the projects would be incorporated into the FY 2006 Unified Work Program and Annual Budget, which would be forwarded to the MAG Management Committee for approval in May, and then forwarded to the MAG Regional Council for final approval during June of 2005. Mr. Anderson addressed organizational changes associated with the MAG Transportation Division. Mr. Anderson said that at present, the transportation model takes approximately 72 hours to run the 2030 target year projections, and that the model is seriously congested. Mr. Anderson stated that it would be necessary for the Division to concentrate on issues associated with increased demands on traffic modeling, and then addressed the issue of performance modeling for the system. Mr.

Anderson addressed the fact that the Transportation Division was looking into the possibility of augmenting MAG's capabilities with micro simulation, but that sufficient resources would be required. He stressed that traffic modeling would be a key activity area for the agency in the future, and that it would involve sufficient staff and financial resources in order to ensure the full implementation of the Regional Transportation Plan over the next 20 years. Mr. Anderson then addressed several questions from the Committee, and concluded his report. At this time, Chairperson Jan Dolan arrived and assumed the position of chairing the meeting.

5. Projects Submitted for Consideration for MAG Federal Funds in FYs 2008, 2009 and 2010 in the FY 2006-2010 Draft MAG Transportation Improvement Program

Addressing the next order of business, Chairperson Jan Dolan introduced Mr. Paul Ward, MAG Transportation Programming Manager, to provide an update on the projects received for consideration in the FY 2006-2010 Draft MAG Transportation Improvement Program (TIP) for Intelligent Transportation System (ITS), Bicycle, and Pedestrian and Air Quality or Transportation Demand Management projects. Mr. Ward informed the Committee that this item was also on the agenda at the November 23, 2004, meeting of the Committee, and then noted the changes from the last meeting. Mr. Ward stated that since the last meeting the ITS projects have since been re-evaluated and that, following the Committee's guidance from that meeting, additional ITS projects had been recommended.

Mr. Ward called the Committee's attention to the table located in Attachment One of the Agenda packet, and informed members that the Regional Transportation Plan (RTP) expected that the following funds would be available for the following modes: \$20.1 million in federal funds for Air Quality and/or Transportation Demand Management projects during FYs 2008, 2009 and 2010; \$9.2 million for ITS projects; \$10 million for bicycle projects; and approximately \$13.4 million for bicycle and/or pedestrian projects. Mr. Ward informed the Committee that extensive efforts have already taken place at the individual modal committee meetings to review, discuss, adjust and rank the projects listed in the tables.

Discussion followed, and Mr. David Moody moved to approve the projects submitted for consideration for MAG Federal Funds in FYs 2008, 2009 and 2010 in the FY 2006-2010 Draft MAG TIP, as presented. Mr. Tom Callow seconded, and the motion was unanimously approved by subsequent voice vote of the Committee. This concluded Mr. Ward's presentation to the Committee.

6. Federal Functional Classification of Roadways in the MAG Region

Addressing the next order of business, Chairperson Jan Dolan introduced Mr. Paul Ward, MAG Transportation Programming Manager, to provide an update on the Federal Functional Classification of roadways in the MAG Region. Mr. Ward informed those in attendance that MAG had received a number of requests from agencies to upgrade the classification of roadways within the region as part of a formal functional classification update Statewide. Mr. Ward then called the Committee's attention to the map in Attachment Two of the Agenda

packet, and informed those in attendance that the Federal Highway Administration (FHWA) maintains a functional classification database for all publicly owned roadways in the United States.

Mr. Ward stated that the map in Attachment Two displayed all principal arterial, minor arterial, urban/major collector, and minor collector roadways in the Urban Boundary Area and that the Urban Area was defined by the U.S. Census Bureau based on 2000 population densities. He then provided a brief overview of the definitions, and noted that the last time the roadways on the map were updated at the State level was approximately 10 years ago, following the 1990 Census. He explained that, as most of the available federal Surface Transportation Program (STP-MAG) funding (which may only be utilized on functionally classified roadways) had been fully committed to Freeways in the MAG region, the need to update the functional classification as the region grew was not sufficiently acute. However, Mr. Ward said that since the MAG Region is likely to receive higher levels of STP-MAG funds in the future, the significance of updating the federal classification of roadways in the MAG Region is becoming increasingly more important.

Mr. Ward informed those in attendance that the map has been developed by MAG staff working with member agencies through the MAG Street Committee process, and that they have had an opportunity to review all of the concerned roadways. Mr. Ward said that the MAG Street Committee reviewed all agency requests for changes to the classifications; considered federally recommended percentages; and subsequently developed the map displaying the recommended changes to the regional network of roads. Mr. Ward informed members that the MAG Street Committee recommended concurrence with these changes as displayed on the map at their November 9, 2004, meeting, and recommended that the map be forwarded to the TRC for further recommendation.

There were a number of questions pertaining to technical map elements, proposed future map changes, and the deadline associated with the approval of the MAG federal classification map. Discussion followed, and Chairperson Dolan asked Mr. Ward how crucial it would be to miss the deadline by another month, and to consider this item at the January 2005 meeting. Mr. Ward stated that it was his desire to have the item approved as soon as possible, and if need be, staff could submit changes to it over time for review and approval.

Mr. Tom Callow inquired about missing streets, and asked Mr. Ward why major projects such as the Rio Salado and the Sonoran Parkways were not shown on the map in Attachment Two. Mr. Ward then assured Mr. Callow and the Committee that staff could add roadways, or amend the map in the future, as appropriate and that the Street Committee had already reviewed a suggestion to periodically update roadways, possibly as often as every three months. Mr. Ward said that in the upcoming year, MAG Staff will be taking a closer look at the rural roads, and will also analyze future roadways as identified in the Regional Transportation Plan.

Mr. Grant Anderson then addressed Mr. Ward and the Committee, and stated that it may be appropriate to proceed with the “ratification” of the map, opposed to a formal approval at this time. More discussion followed, and Mr. David Moody stated that there were “gaps” on the functional classification map in the area of Peoria, which don’t necessarily make sense to

him. He asked Mr. Ward about the definitions, and where information could be found on the different functional classifications. Mr. Ward informed Mr. Moody that he had been working with Peoria staff to identify roadways in the City of Peoria, and that he would forward a copy of the definitions and references to members of the Committee as soon as possible.

Chairperson Dolan stated that the City of Scottsdale had issues with the map as presented. Specifically, she stated that there are roads presently listed on the map that the City of Scottsdale may not necessarily want to see listed. Discussion followed, and the Committee agreed to defer the item on Federal Functional Classification of Roadways in the MAG Region, for further consideration at the January 2005 meeting of the TRC. There was no further discussion, and this concluded Mr. Ward's presentation.

## 7. Regional Arterial Life Cycle Program

Addressing the next order of business, Chairperson Jan Dolan introduced Mr. Paul Ward, MAG Transportation Programming Manager, to provide an update on the Regional Arterial Life Cycle Program. Mr. Ward called the Committee's attention to the table which he distributed to members of the Committee, entitled *MAG Regional Transportation Plan - Regional Arterial Projects: FYs 2004-2010*. Mr. Ward stated that there are about 120 individual arterial street projects that are expected to occur over the next 20 years, which will call for the creation of approximately 399 project numbers over the life of the Regional Transportation Plan. He said that each project could potentially be categorized into, or contain individual project tracking numbers for pre-design, design, acquisition of right-of-way, and construction phases. Mr. Ward stated that the overall cost for these projects over the 20-year planning horizon of the RTP will be approximately \$1.4 Billion dollars, with about one-third of this amount coming from locally-generated funding.

Mr. Ward stated that there might be slight variations to projects within the Arterial Life Cycle Program concerning project scoping, overall project cost amounts, or potential changes to various Phases of the program. He stated that such changes would be worked out as the program progressed over time. Mr. Ward then addressed Phase I of the RTP, from FY 2006-2010. He stated that funding for this initial Phase would be spread evenly over the five-year period of time. Mr. Ward stated that there was a total of \$243 million in project requests, and a total of \$232 million in available funding, which includes ample room for any necessary bonding needs that may arise. Mr. Ward then informed the Committee that there were a total of nine projects that were currently proceeding under the current MAG Transportation Improvement Program (TIP) from FYs 2004 and 2005, which when are added to the Phase I Arterial Requests, represent a total of \$260 million in programmed funding for Phase I. Therefore, there were \$260 million in programmed projects, and approximately \$232 million in available funding. Mr. Ward informed those in attendance that the gap was somewhat minor, and that essentially, the program appears to be workable and it was just a matter of figuring out the bonding aspect of the programmed projects during Phase I of the Regional Arterial Life Cycle Program.

Mr. Ward addressed the handout which was distributed to members of the Committee prior to his presentation, and noted that all projects were listed in the tables for their review. He

noted that he had already met with many of the communities to discuss projects, and that he was seeking a formal approval of this item at today's meeting. Mr. David Moody moved to approve the Regional Arterial Life Cycle Program as presented. Mr. Jim Huling seconded, and the motion was unanimously approved by subsequent voice vote of the Committee.

8. Discussion of the Draft FY 2006-2010 Regional Freeway Program

Addressing the next order of business, Chairperson Jan Dolan introduced Mr. Eric Anderson, MAG Transportation Director, to provide an update on the Regional Arterial Life Cycle Program. Mr. Anderson called the Committee's attention to a handout entitled *Regional Transportation Plan Phase I, FY 2006 - 2010*, which was distributed to those in attendance by ADOT staff. Mr. Anderson stated that the handout provided an overview of the 1<sup>st</sup> Phase Implementation Strategy for the regional freeway program, which included a number of revisions since it was last presented at the November 23, 2004 meeting of the TRC. Mr. Anderson informed the Committee that MAG had been working with ADOT Staff to refine the program. He noted changes to the previous numbers in the budget line items, and changes to the freeway study corridors.

Mr. Dan Lance addressed the Committee, and called their attention to the last page of the handout that was distributed at the meeting by ADOT Staff. Mr. Lance stated that ADOT would go through a prioritization process of corridor studies when the consultants come on board during the Spring. He stated that although some of the Corridors will be completed during Phase I, some may in fact be Phase II deliverables. He also noted that some of the corridors may be moved to Phase II of the regional freeway program. Discussion followed, and Mr. Grant Anderson addressed the Committee. He stated that ADOT had agreed to move the segment of I-10, between the Loop 101 Interchange and State Route 85, up to Phase I to be studied. Mr. Grant Anderson said that it was a very positive move, and that it was good for public officials in his area to see that something is being done about the conditions of I-10, and that work is progressing on the corridor.

Mr. Dan Lance stated that there was a request by the City of Mesa to advance the eastbound US 60, which included the eastbound lane widening of the US 60 from I-10 to the Price Freeway, but that he was not entirely comfortable with doing so. Mr. Lance said that he has had discussions with the City of Tempe in the past, and would be meeting with the consultant and the cities of Mesa and Tempe to discuss the US 60 in further detail. Mr. Jim Huling then stated that he was hoping that the I-10 Collector Distributor (CD) Road System could be developed simultaneously with the US 60 eastbound lane widening. He did not necessarily want to see a situation where the CD Road System was completed, and then there was a two year delay on widening and improvements along I-10. Mr. Huling stated that their request was to be able to move the CD Road System up simultaneously with the I-10 improvements, primarily due to the fact that the I-10 improvements would facilitate the US 60 lane additions.

Discussion followed, and Mr. Jim Huling asked whether there would be additional money for bottlenecks on the regional freeway system, in particular, to study the areas containing the Loop 101/Loop 202 transportation interchange. Mr. Eric Anderson stated that the RTP

includes a project that would be addressing the Loop 101/Loop 202 transportation interchange, which would allow funding for bottleneck scoping. Further discussion followed, and Mr. Grant Anderson moved to approve the Draft FY 2006-2010 Regional Freeway Program as presented. Mr. David Moody seconded, and the motion was unanimously approved by subsequent voice vote of the Committee. This concluded Mr. Eric Anderson's presentation.

10. Update on the CANAMEX Corridor

Addressing the next order of business, Chairperson Jan Dolan introduced Mr. Andy Smith of ADOT, who provided an overview of the CANAMEX Corridor. Mr. Smith informed those in attendance that in 2000, ADOT conducted a study to define a corridor through Maricopa County. He stated that this item was included on the Agenda in an effort to provide the Committee with an overview of the findings for the CANAMEX Corridor between I-10 and the Ultimate Wickenburg Bypass. Mr. Smith then introduced Mr. Dave Perkins, a consultant with Kimley-Horne and Associates, who called the Committee's attention to the screen at the front of the room.

Mr. Perkins provided a brief overview of the CANAMEX Trade Corridor, and then addressed the corridor evaluation process for CANAMEX designation within Maricopa County, from Wickenburg Road to the Vulture Mine Road. He informed the Committee that MAG and ADOT had previously reached a consensus on the corridor segment which enters Maricopa County from the southeast along I-8 to State Route 85, and north to I-10. However, he stated that consensus was never reached on how the corridor would connect from I-10 to US 93, west of the Phoenix metropolitan area. Mr. Perkins stated that the purpose of the study was to evaluate the feasibility of upgrading 355<sup>th</sup> Avenue, Wickenburg Road, and Vulture Mine Road (between I-10 and the future Wickenburg Bypass) to CANAMEX design standards. He stated that the specific segments that were considered in the study included 355<sup>th</sup> Avenue, from I-10 to Wickenburg Road; from Wickenburg Road and 355<sup>th</sup> Avenue to Vulture Mine Road; and from Vulture Mine Road to the future Wickenburg Bypass. Mr. Perkins said that the alignment for the future Wickenburg Bypass from Vulture Mine Road to SR 93 would be determined in future ADOT studies. He informed those in attendance that the ongoing Wickenburg Bypass study is being coordinated with, but is not a part of this study.

Mr. Perkins addressed the Scope of Work, which involved a data collection phase; developing roadway design criteria and cross sections; and conducting corridor evaluation for roadway geometric feasibility, environmental feasibility, and determining preliminary cost estimates. After this information was completed, the Scope of Work called for a public participation phase, and the final preparation of the findings and recommendations. Mr. Perkins then provided information on study's Technical Advisory Committee, which included members from ADOT, MAG, the Maricopa County Department of Transportation, the towns of Wickenburg and Buckeye, and the Federal Highway Administration. Mr. Perkins addressed feasibility criteria for construction and right-of-way costs, constructability issues, environmental flaws, and regulatory issues. He said that as part of the study, they stayed within a 500-foot envelope with respect to the existing alignment, and did not assess

areas outside of 500 feet.

Mr. Perkins addressed construction and right-of-way costs, environmental findings, and provided an overview of the open house process. He informed the Committee that open houses that were conducted in March and July of 2004, and that there was public consensus on having the CANAMEX Corridor avoid the downtown area of Wickenburg. There was also public concern about what would happen to the Corridor if the Ultimate Bypass were not built in the future. Mr. Perkins then concluded his presentation, and addressed several questions from the Committee. Mr. Andy Smith then stated that he will be making a presentation to the Governor's Subcommittee, and then suggested to the TRC that funding be made available for the CANAMEX Corridor in the future. Discussion followed, and several members of the Committee expressed concern over the availability of potential funding sources for the CANAMEX Corridor, and how the MAG RTP did not allocate funding for this particular project. Mr. Eric Anderson then addressed the Committee. He stated that funding for the project was not included within the RTP, and that a request for this type of funding would not be allowed to jeopardize future projects as already provided for in the RTP. However, Mr. Anderson stated that funding may become available for the CANAMEX through other potential federal funding sources in the future. There were no further questions, and this concluded Mr. Smith's presentation to the Committee.

9. Next Meeting Date

Chairperson Dolan informed members in attendance that the next meeting of the Committee would be held on January 27, 2005. There being no further business, Chairperson Dolan adjourned the meeting at 10:59 p.m.